

What Is Claimed Is:

1. A method for brake regulation in a vehicle when driving off on a split- μ roadway,
in which
 - the presence of a drive-off procedure on a split- μ roadway having a high coefficient of friction side and a low coefficient of friction side is recognized (200), and
 - as a result, the brake pressure ($P_{Highwheel}$) on a driven wheel on the high coefficient of friction side of the vehicle is increased (201).
2. The method as recited in Claim 1,
wherein the brake pressure is increased by a constant value ($P_{Highwheel}$) (202).
3. The method as recited in Claim 1,
wherein the subsequent reduction of the increased brake pressure ($P_{Highwheel}$) is a function of whether the split- μ roadway is inclined (α) upward in the direction of the longitudinal axis of the vehicle.
4. The method as recited in Claim 1,
wherein
 - the time interval between the driver actuating the accelerator to initiate the drive-off procedure and the beginning of movement of the vehicle is determined, and
 - the subsequent reduction of the increased brake pressure is a function of the time interval determined.
5. The method as recited in Claim 1,
wherein the brake pressure

- is increased by a first constant value ($P_{Highwheel}$) if the parking brake is not actuated by the driver, and
 - is additionally increased by a second constant value ($P_{HasOffset}$) if the parking brake is actuated by the driver.
6. A device for brake regulation in a vehicle when driving off on a split- μ roadway, which includes
- recognition means (301) for recognizing the presence of a drive-off procedure on a split- μ roadway having a high coefficient of friction side and a low coefficient of friction side, and
 - brake pressure increasing means (302) for increasing the brake pressure on a driven wheel on the high coefficient of friction side of the vehicle as a result of the presence, recognized by the recognition means, of a drive-off procedure on a split- μ roadway having a high coefficient of friction side and a low coefficient of friction side.
7. The device as recited in Claim 6, wherein the brake pressure increasing means (302) is designed in such a way that the brake pressure is increased by a constant value ($P_{Highwheel}$) (202).
8. The device as recited in Claim 6, wherein the subsequent reduction of the increased brake pressure ($P_{Highwheel}$) is a function of whether the split- μ roadway is inclined (α) upward in the direction of the longitudinal axis of the vehicle.
9. The device as recited in Claim 6, wherein
- the time interval between the driver actuating the accelerator to initiate the drive-off procedure and

- the beginning of movement of the vehicle is determined, and
 - the subsequent reduction of the increased brake pressure is a function of the time interval determined.
10. The device as recited in Claim 6,
wherein the brake pressure
- is increased by a first constant value ($P_{Highwheel}$) if the parking brake is not actuated by the driver, and
 - is additionally increased by a second constant value ($P_{HasOffset}$) if the parking brake is actuated by the driver.